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COUNTRY	East Germany	REPORT	
TOPIC	Bautzen-Litten Airfield		
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT		DATE PREPARED	3 September 1954
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS	This is UNEVALUATED Information		

- The following air activity was observed at Bautzen-Litten airfield between 21 and 23 July 1954:  
21 July. Between 0730 and 1500, local flights were made by Yak-11s. There was a 9/10 ceiling at an altitude of about 1,000 meters.  
22 July. Between 1000 and 1700, flying was practiced. There was approximately the same weather as on the preceding day. At 1320, 5 Yak-11s were parked at the take-off point. Three of them made local flights within sight of the field. The aircraft were apparently practicing landings at a specific point because each aircraft touched-down after on its first and second go-round and finally landed on its third round. The local flights lasted about 6 minutes. After the landing, about eight men would assemble around the aircraft. During the air activity, 2 radio trucks, 2 tank trucks, 1 bus, and 1 fire truck were parked at the take-off point.  
23 July. Between 0930 and 1600, there was local flying by Yak-11s.
- Between 1 and 10 August, an estimated 12 Yak-11s were parked at the field. An increased number of aircraft which were stationed at other airfields landed in Bautzen-Litten. The following observations were made:  
1 August. Two formations in echelon to the right, one consisting of three Yak-11s and the other of four, landed at the field coming from the north. At 0950, another formation of four aircraft was seen approaching.  
2 August. At 0935, four Yak-11s approached from the north at an altitude of about 300 meters. When flying over the field, the intervals between the aircraft flying in echelon formation to the right were increased and the individual aircraft came down to 20 or 30 meters over the middle of the field. Then, they again climbed to an altitude of 200 meters and subsequently repeated the oblique flight several times. These flights were apparently made by green pilots because the angles of approach varied considerably and they pulled out of dive at various altitudes. At 1005, the aircraft assembled in formation, and, without landing, headed north. At 0950, four Yak-11s approached from the west. Two aircraft flew in echelon to the left rear and two in echelon to the right rear. They circled once over the field and then headed west. At 1130, two Yak-18s approached from the east, crossed over the field and then headed north. At the same time, seven Yak-11s were observed at the eastern end of the runway and two in front of the hangars. Beginning at 1140, aircraft made individual take-offs, short local flights, and then landed individually. Two aircraft made aerobatics.

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10 August. At 1430, 4 Yak-11s conducted local flights and continuously practiced take-offs and landings. The landing gears were not retracted. The aircraft repeatedly touched down on the runway and took off again without landing. At 1545, two elements of two Yak-11s approached from the west, the formations dispersed while making a local flight and then landed at intervals of about 2 km. At 1615, two Yak-11s took off twice and headed west while disappearing from view. The aircraft returned to the field after about 30 minutes. After the landing of the last element of two at about 1900, the take-off point was removed and the following motor vehicles moved toward the Husaren Kaserne:

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Comment. The 2nd Bn of the Bautzen Aeroclub of the VDA is still training with Yak-11s at Bautzen-Litten airfield. The approach flights observed by source 2 were probably made by aircraft from other VPL airfields which were involved in cross-country flights.

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